



RECORD OF CONVERSATION

Michael Huhn
Air Safety Investigator
Western Pacific Region

Date: September 2, 2015

Person Contacted: Inspectors John Fisher and Reynaldo Madrid (Portland FSDO)

NTSB Accident Number: WPR14LA160

Narrative:

The following is a synopsis of the information provided by the two inspectors in two separate telephone conversations on this date:

- The calls were initiated by the IIC as follow-up, in order to ascertain whether the FAA inspectors had any additional information or observations regarding the accident or operator (Brim Aviation)
- Inspector Fisher was the FAA inspector assigned to this accident
- Inspector Madrid was and is currently the Principal Operations Inspector (POI) for this operator
- After the accident, the inspectors, individually and together, conducted several visits, inspections, or observation flights with the operator
- Both inspectors reported that they did not observe any significant deficiencies or issues, and had no concerns with any aspects of the operator/operations
 - Both elaborated that they were positively impressed with the operator
- Both had positive comments about the operator's crewmember training program
- They noted that the operator went beyond the minimum requirements for HEC training, in that the operator provided initial and recurrent training for the bar (ship) pilots
 - Such training was not required by the FAA or the Brim OpSpec